



Project 667M Andromeda - YANKEE SIDECAR

DATA FOR 2013 (standard update)

pr.667M Andromeda - YANKEE SIDECAR

K-420



Nuclear submarine with cruise missiles (SSGN). At the suggestion of the Rubin submarine testing facility, it was decided to re-equip one of the Project 667A YANKEE SSGNs from among those being withdrawn from the strategic forces in accordance with the SALT-1 Treaty in order to conduct tests of the 3K25 Meteorit-M missile system. The chief designer of Project 667M was O. Ya. Margolin, and from 1987, E. A. Gorigledzhan. It was assumed that after the tests, the SSGN would be used as a regular combat unit of the Fleet. The technical design for the conversion according to Project 667M Andromeda was developed by LPMB Rubin in the first quarter of 1979. The conversion of the boat was officially started on September 25, 1979. The boat was delivered to the Sevmash PO slipway (Severodvinsk) on June 18, 1980. The converted boat was launched on October 15, 1982. Mooring and factory sea trials were passed from November 1, 1982 to August 4, 1983. State trials of the boat were held from August 16 to November 1, 1983. These trials were conducted without testing the missile weapon system.

Flight design tests of the missile complex began on the K-420 SSGN on December 27, 1983. Two more launches of the flight design program were carried out on November 6, 1984 and in 1986. Joint state tests of the carrier (K-420 SSGN) and the Meteorit-M cruise missile began in 1988. Four launches were conducted from a land-based test stand and three launches from a submarine. The ratio of successful to unsuccessful launches did not change (approximately 50 to 50). A total of 50 launches were conducted from land-based and submersible test stands and from a submarine during the tests. In 1989, taking into account the test results, the development of the sea-based version of the complex was terminated (December 15, 1989). The equipment of the complex was partially removed from the SSGN and the boat entered service with the USSR Navy in 1990 as a torpedo submarine.



SSGN K-420, pr.667M YANKEE SIDECAR, photo probably taken during sea trials in 1983 (<http://www.ckb-rubin.ru>).

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AIR

EARTH

WATER

Submarines

Non-nuclear submarines

Nuclear submarines (SS

Submarines with cruise (SSGNs, SSGNs)

Submarines with ballistic (SLBMs, SSGNs)

Special submarines and

Unmanned underwater v

Ships of the main classes

Small combat ships and bc

Landing craft

Hovercraft

Special and auxiliary vesse

Ekranoplans

Navy Surface-to-Surface B Missiles

Surface-to-surface cruise r the Navy

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2,35M	50,864
350,909	48,856
139,851	39,471
137,572	34,641
123,545	32,271
84,775	28,241
71,414	27,491
62,144	25,071



Latest comments

Electronic warfare complex K

PPP Wrote:...After all, Donald Co has enough RTR systems - he was guaranteed to "write"...

Big Prison 2017-11-01 18:47

Electronic warfare complex K



SSGN KS-420, pr.667M, laid up in Sayda Bay, April 1999 (photo by Ilya Kurganov, <http://www.submarines.narod.ru>).



SSGN K-420, pr.667M, Sayda-Guba, 24th sub of the 3rd flotilla of the Northern Fleet (photo from the archive of user matelot, <http://forums.airbase.ru>).

Altimeter Wrote:...If the reason for absence of the first is known, then Voodoo was not bad...

[Bolshoy Prislon](#) 2017-11-01 18:28

Electronic warfare complex K

PPP Wrote:Max Wrote:data on non-use of Khibiny ...There are general rules of counteraction...

[Altimeter](#) 2017-11-01 17:46

Electronic warfare complex K

And a video-schmideo to boot <https://youtu.be/kOcQ3ru4QUE> pa fa

[oldstaryi](#) 2017-10-31 20:43

Electronic warfare complex K

In principle, so much has been written about Khibiny that, thanks to some, it is not entirely...

[oldstaryi](#) 2017-10-31 20:37

Electronic warfare complex K

Photo of the piece of iron itself

[Sierra](#) 2016-09-18 16:10

Electronic warfare complex K

The material, of course, is not entirely appropriate, but it fits in with the discussion here...

[osankin](#) 2014-09-09 12:05

Electronic warfare complex K

PPP Wrote: Moreover - you can't explain why they are suppressing Aegis radars at such a low...

[Artist](#) 2014-09-09 00:12

Electronic warfare complex K

Max Wrote: Ok, thanks for the answer, frankly speaking, not a sin answer to those...

[Artist](#) 2014-09-08 23:43

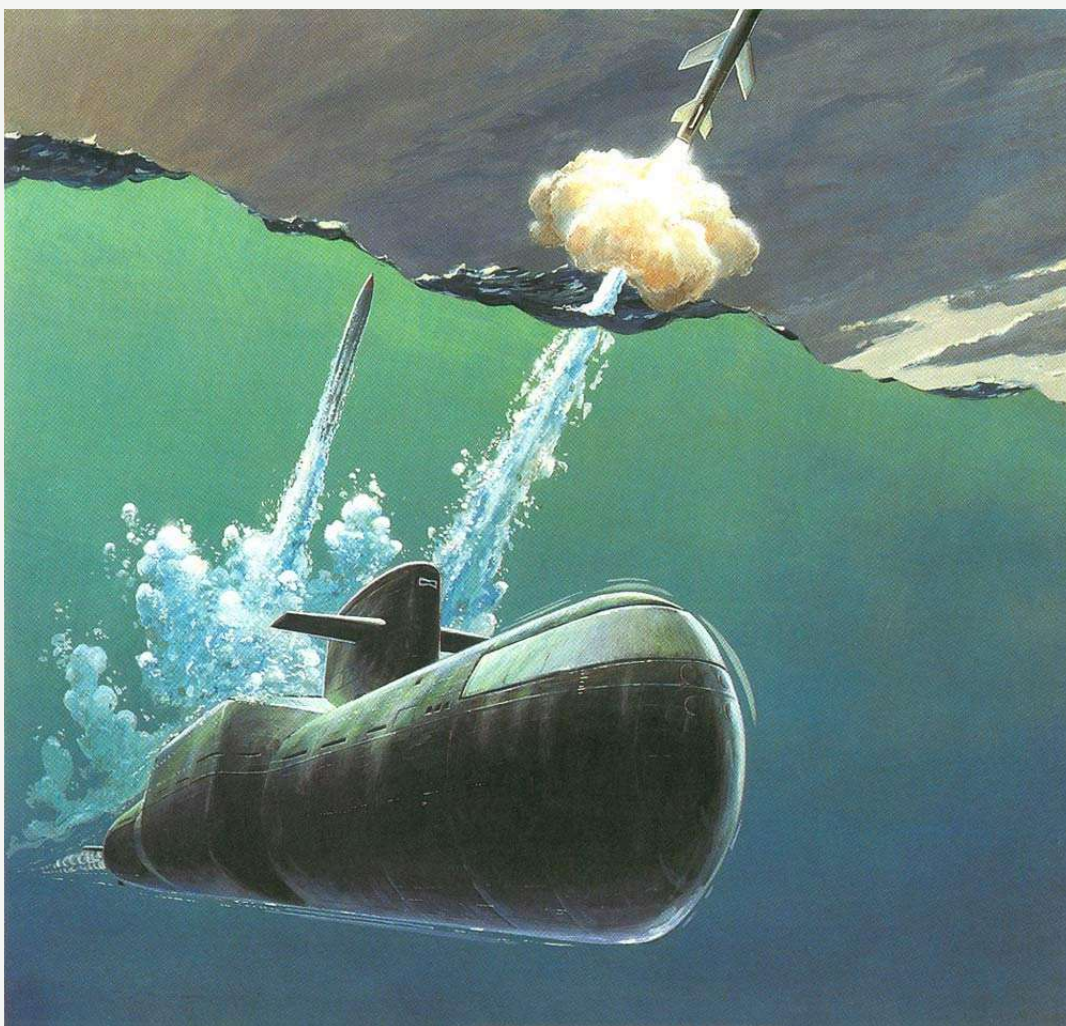
Electronic warfare complex K

Max Wrote: data on the non-use of Khibiny ...There are general rules of counteracting the means...

[PPP](#) 2014-09-05 18:28



Far right - SSGN KS-420, Sayda-Guba, 24th sub of the 3rd flotilla of the Northern Fleet (photo from the archive of Hitroff, <http://www.sukhoi.ru/forum>).



The K-420 Project 667M YANKEE SIDECAR SSGN fires Meteorit-M missiles.
Illustration from the Pentagon publication Soviet MilitaryPower, 1987.

Author: [DIMMI](#)

Created: 13,03,2013 23:04:18

Comments: [26](#)

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Amur-950 - AMUR

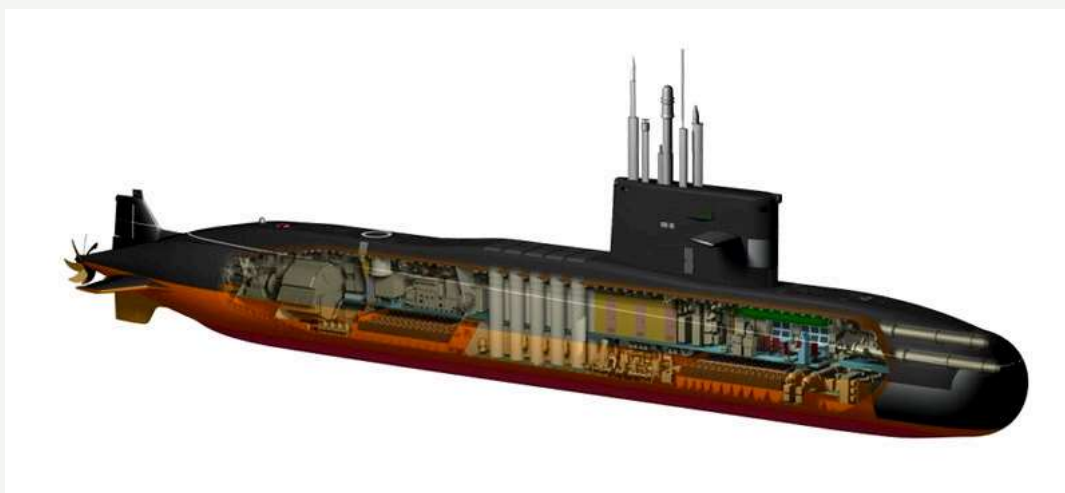
DATA FOR 2013 (standard replenishment)
"Amur-950" - AMUR



A project for a family of export non-nuclear submarines with unified design solutions. The project is being developed by the Rubin Central Design Bureau of Marine Engineering (chief designer, probably Yu.N.Kormilitsyn) in parallel with and based on the technical solutions of the [Amur-1650 project / project 677E](#) . Data from advertising materials of the Rubin Central Design Bureau of Marine Engineering.



Submarine "Amur-950" (<http://www.ckb-rubin.ru>).



Submarine "Amur-950" (<http://www.ckb-rubin.ru>).

Author: [DIMMI](#)

Created: 11,03,2010 23:51:56

Comments: [1](#)

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Project 16810 Rus / Project 16811 Consul

DATA FOR 2011 (standard update)

Project 16810 "Rus"

Project 16811 "Consul"

★★★★

Manned self-propelled deep-sea underwater vehicle / rank 3 ship - autonomous deep-sea vehicle. The vehicle design was developed by SPMBM "Malakhit" (St. Petersburg). The design of the deep-sea vehicle according to the assignment of the USSR Navy and designed for diving to a depth of 6000 m according to Project 16810 was started in 1984 by SPMBM "Malakhit" under the supervision of Chief Designer V.G.Markov (since 1993 - E.M.Razumikhin). The following companies took part in the design of the vehicle: Central Research Institute of Structural Materials "Prometey", NPO "Vint", Central Research Institute "Aurora", Central Research Institute "Morfizpribor", NPO "Nord", NPO "Proletarsky Zavod" and NPO "Elektrotehnika". The technical design of the apparatus of project 16810 was developed by order of the USSR Navy under the supervision of V.G. Markov in 1987. At the same time, a design of the apparatus with improved performance characteristics was proposed (future project 16811). In 1989, the working design documentation for the adjusted project 16810 was released. In 1989, the marine geological exploration project was also adjusted to the requirements of the USSR Maritime Register and the working design documentation for project 16811 was released. The customer of the second apparatus (project 16811 "Consul") until 1992 was the USSR Ministry of Geology, after 1992 - Rosnedra.

Preparations for the construction of apparatuses of project 16810 and project 16811 began at the Admiralty Shipyards in 1989 and in 1991-1992, respectively. The official keel laying of the AS-37 Rus', project 16810, apparatus took place on June 1, 1992, in workshop No. 12 (SSP-125 - deep-sea apparatus section) of the Admiralty Shipyards. Testing of the AS-37 Rus' apparatus began in 1998, and it was launched on May 20, 1999. In 2001, the apparatus made its first dives in the Baltic Sea. The factory sea trials and state trials of the Rus' apparatus were conducted in the Baltic Sea, which did not allow for tests with a dive to the maximum depth. During the state trials, an emergency ascent of the apparatus was checked with the release of the shunting ballast bunker cover (iron shot) and the release of the device for setting it on the base with trim weights. Such tests were conducted for the first time. The State Acceptance Committee accepted the experimental autonomous deep-sea vehicle Rus for trial operation in the Russian Navy in the Baltic Sea with a limitation on the diving depth achieved during state trials. In accordance with the decision of the Commander-in-Chief of the Navy and the Director of the Russian Agency for Shipbuilding No. 743/5/1245 of November 3, 2000, the experimental vehicle was not submerged to a depth of 6,000 m, The same decision accepted the State Commission's proposal to perform modernization work on both the Rus vehicle and the Project 141

carrier vessel, followed by deep-sea dives to 3,000 m and 6,000 m in the Atlantic Ocean.

In 2001-2005, the AS-37 Rus vehicle underwent modernization, bringing its capabilities closer to those of Project 16811. In 2005, The Rus submersible dived to a depth of 3600 m (*source: Burlichev A., interview*). After a deep-sea dive in December 2006 near the Azores, the device was accepted into service by the Russian Navy in February 2007.



Deep-sea vehicle AC-37 "Rus" project 16810 during tests, photo June 29, 2011 (photo from Gogs archive, <http://forums.airbase.ru>).



Deep-sea vehicle AC-39 "Consul" project 16811 during tests, photo 2010-2011 (photo from Gogs archive, <http://forums.airbase.ru>).

Author: [DIMMI](#)

Created: 22.09.2011 12:34:09

Comments: [3](#)

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pr.865 - LOSOS

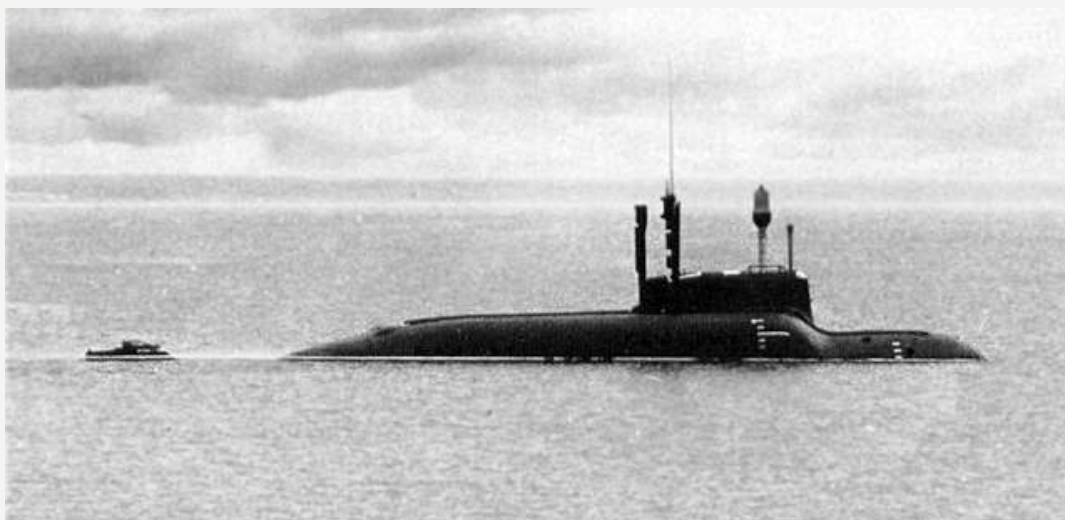
DATA AS OF 2011 (standard replenishment)

pr.865 "Piranha" - LOSOS

★★★



Small special submarine ("MS"). The USSR Navy's technical specifications for the creation of a special small submarine were issued to the Malakhit Design Bureau in 1976 (chief designer - L.V. Chernopyatov, later - Yu.K. Mineev). In 1984, Yu.K. Mineev was appointed chief designer of the project and on July 15, 1984, the lead submarine MS-520 was laid down at the Leningrad Admiralty Association (launched on August 20, 1986). The second submarine MS-521 was laid down there on December 1, 1987. The factory's sea trials and later state trials of the submarine were conducted in the Baltic Sea with the submarine based in Paldiski (Estonia). The first submarine MS-520 was accepted by the Navy for a year of trial operation on December 30, 1988, the second - on December 25, 1990. Home base - Liepaja, Baltic Fleet. The boats were decommissioned from the Navy in 1999, but back in 1998 they were cut up for scrap metal in one of the shops of the Kronstadt Marine Plant.



Submarine MS-520 pr.865 "Piranha" - LOSOS on trials (Admiralty shipyards of the submarine fleet of Russia. St. Petersburg, "Gangut", 2003)

Author: [DIMMI](#)

Created: 30.06.2009 22:46:23

Comments: [21](#)

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P-2 (project)

DATA FOR 2013 (standard update)

P-2

★★★

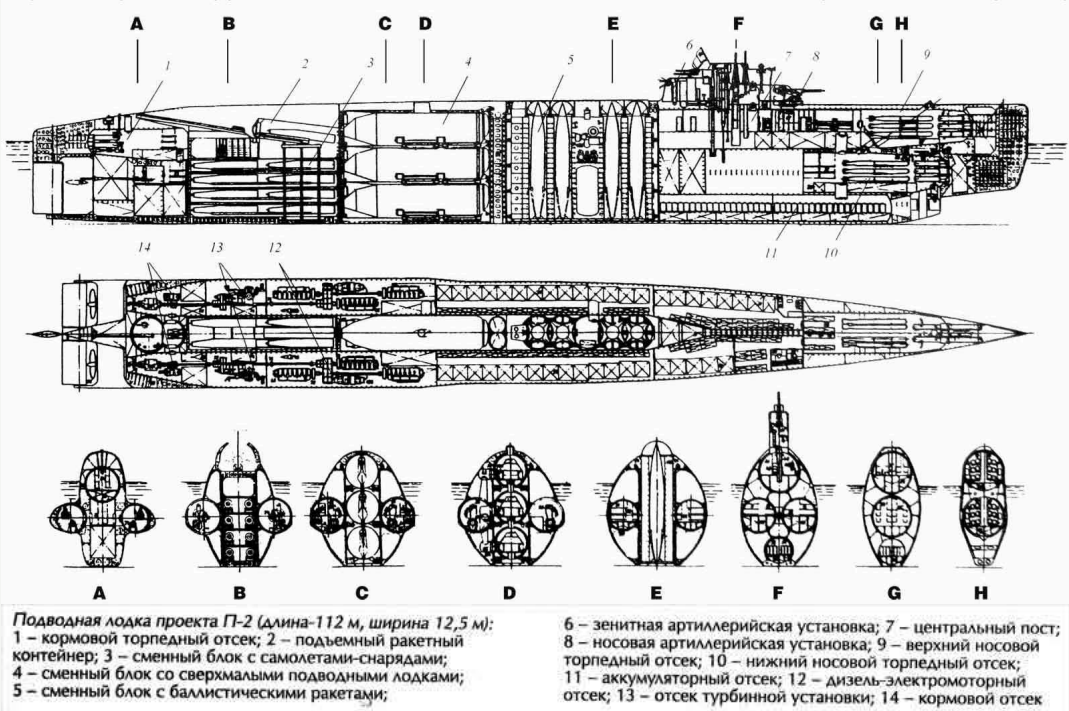


Diesel-electric submarine with ballistic and cruise missiles (project). Research development was carried out by TsKB-18 (now TsKB MT "Rubin") in 1949 on the instructions of the USSR Ministry of Shipbuilding Industry. Chief Designer - F.A. Kaverin. In total, several submarine layout options were developed at the pre-draft design stage, but usually only one option is considered in sources. Further development of the project was terminated.

The submarine was designed for different payload options with their combination. It was assumed that three modules with payload would be placed in the central penetrable volume of the boat. The maximum number of ballistic missiles (with the use of three modules) is 12 missiles, cruise missiles (similarly) - 51 missiles.

<http://militaryrussia.ru> (c) 2013

Проект П-2 ЦКБ-18 (1949 г.)



Layout of the P-2 submarine (processed drawing from Naval strategic missile systems. Moscow, "Military Parade", "Makeev State Research Center", 2011).

Author: [DIMMI](#) Created: 06.01.2013 22:43:26 Comments: [2](#) [READ THE FULL ARTICLE ->](#)

pr.1832 Poisk-2 - MODERN SEVER

DATA FOR 2012 (standard update)
Project 1832 "Poisk-2" - MODERN SEVER

AGA-6
AS-8
AS-24
AS-27

Project 1847 "Poisk-2S" (project)
★★★★



Manned self-propelled deep-sea underwater vehicle / deep-sea complex with a first-generation carrier vessel. The draft of the tactical and technical specifications for the creation of the vehicle was received by the Rubin Design Bureau in early 1966. The purpose of the vehicle is to conduct search and research work in the interests of the Navy at depths of the continental slope up to 2000 m. One of the purposes of such vehicles is additional search, classification and survey of sunken objects. Chief Designer - N.A. Klimov, Lead Designer for the pre-draft project - E.N. Shakhinin. Work on the pre-draft project was carried out from early 1966 in N.M. Klimov's group. In late 1966, the project was transferred to Chief Designer Yu.K. Sapozhkov, Deputies - G.G. Katsman, E.N. Shakhinin and M.N. Diomidov. By the end of 1966, the creation of a preliminary design in the version with liquid and solid lightweight fillers (see Design) was completed. The draft Resolution of the USSR Council of Ministers and the draft order of the USSR Ministry of Shipbuilding Industry for the working design were agreed upon by September 1967. In 1967, the creation of a preliminary design began.



Experimental deep-sea vehicle AGA-6. Balaklava, 1993 (photo from the archive of user diletant2010, <http://forums.airbase.ru>).



Deep-sea vehicle AS-8 "Poisk-2" pr.1832 during sea trials (photo from the archive of Gogs, <http://forums.airbase.ru>).



Deep-sea vehicle AS-24 "Poisk-2" pr.1832 (photo from the archive of Gogs, <http://forums.airbase.ru>).



Vehicle AS-27 "Poisk-2" in the hold of the rescue ship "Alagez", Pacific Fleet, 2010 (photo by Dmitry Komilov, <http://www.northlands.ru>).

Author: [DIMMI](#)

Created: 04.07.2011 12:24:45

Comments: [3](#)

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pr.940 - INDIA

DATA FOR 2009 (standard update)

pr.940 "Lenok" - INDIA

★★★★



Large rescue diesel-electric submarine ("BS"). R & D was started by TsKB-112 (later renamed to TsKB "Lazurit") in 1964-1968 during the development of technical solutions for the rescue submarine. The decision of the USSR Council of Ministers on the design and construction was made on September 20, 1967. The design was carried out using the experience of testing and trial operation of the rescue submarine of [Project 666](#). The technical design of the submarine "Lenok" was developed in 1969 (without a preliminary design, chief designer B.A. Leontyev). Working drawings of the submarine of Project 940 were ready by 1972 and work began on preparing for the construction of the submarine at the Leninskogo Komsomol Plant (Komsomolsk-on-Amur). The lead submarine BS-486 (factory No. 194) was laid down on February 22, 1974, launched on September 7, 1975 and delivered to the Navy on January 21, 1976. The second submarine BS-257 (factory No. 195) was laid down on February 23, 1978, launched on May 27, 1979 and delivered to the Navy on September 1, 1979. The lead submarine was transferred for trial operation (1976-1978) to the Navy on February 9, 1976 to the Pacific Fleet (the second submarine BS-257 was transferred to the Northern Fleet).





Rescue submarine pr.940 "Lenok" INDIA with rescue apparatus pr.1855 "Priz". Probably this is BS-486, next to submarine pr.641B TANGO , 1998 (photo - Ilya Kurganov, <http://deepstorm.ru> , <http://tsushima.su/forums>).

Author: [DIMMI](#)

Created: 26.06.2009 23:45:21

Comments: 5

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pr.615 / A615 - QUEBEC

DATA FOR 2009 (standard update)

pr.615 - QUEBEC

pr.A615 - QUEBEC

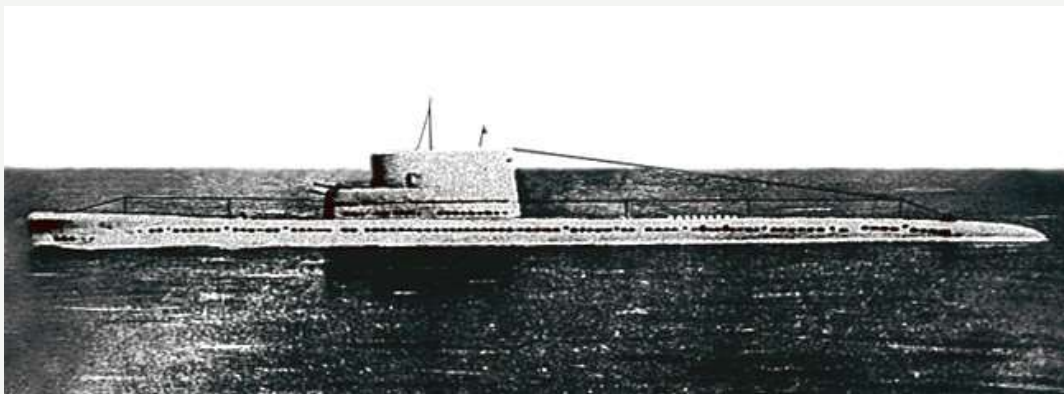
★★★★



A small submarine with a closed-cycle diesel engine ("M"). R & D was started by TsKB-18 (later renamed TsKBMT "Rubin") in 1946 (chief designer - A.S. Kassatsier) using the experience of developing and testing the experimental submarine of Project 95 (submarine of the M type, XV series, 1941-1946). The experimental submarine of Project 615 - M-254 (factory number 579) was laid down at Plant No. 196 ("Sudomech", Leningrad) on March 17, 1950, launched on August 31, 1950. Mooring trials of the submarine began on September 28, 1950 (continued until June 1951). In June 1951, sea trials began at the Kronstadt roadstead and in the Gulf of Finland. Before the start of state trials in April 1952, due to a transmission malfunction, she crashed into a berth, damaging her light hull. She entered service with the Baltic Fleet based in Kronstadt on July 31, 1953 for trial operation and trials. Based on Project 615, a series of submarines of Project A615 (615A) was laid down in the amount of 30 submarines (23 units at the Sudomekh Plant, Leningrad, and 7 units at the A. Marti Plant, Leningrad). The submarines of Project A-615 were laid down from September 8, 1953 (lead M-255) to April 5, 1956. The lead submarine was launched on September 16, 1954. They entered service with the Navy on December 10, 1955 (lead), December 27, 1958 (the last in terms of construction speed, M-301). One of the laid down submarines was completed according to Project 637 (M-361). The submarines of Project A615 were generally similar to Project 615, including the composition of their armament at the time of delivery to the Navy. The submarines of Project A615 were decommissioned from the Navy in the 1970s. By default, the data is Project 615.



Submarine monument M-296 pr.A615 QUEBEC in the memorial complex "411 battery", Odessa. Inscription on the submarine - "M-305". (photo - Anatoly Odaynik, <http://tsushima.su>).



Experimental submarine M-254 pr.615 QUEBEC during testing (Spassky I.D., Five colors of time. FSUE TsKB MT "Rubin", 2001)

Author: [DIMMI](#)

Created: 27.05.2009 22:40:42

Comments: [2](#)

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pr.617 WHALE

DATA AS OF 2009 (standard replenishment)

pr.617 WHALE

★★★★



An experimental medium submarine with a steam and gas turbine power plant (one copy was built - S-99). When creating the power plant of the submarine of Project 617, the experience of creating a similar propulsion plant on hydrogen peroxide by the German designer G. Walter (submarine of the XXVI series) and the work of German specialists in the interests of the USSR Navy (started in 1946) on the submarine of Project 616 were used. R & D of the submarine of Project 617 was carried out by TsKB-18 (chief designer A.A. Antipin), the propulsion plant development was carried out by SKB-143. The pre-draft design was completed at the end of 1947. In May 1948, based on the specifics and experimental nature of the project, the work was transferred to SKB-143 in full (chief designer A.A. Antipin, assistant - S.N. Kovalev). The construction of the submarine was carried out at the Sudomek plant. It was assumed that after the completion of the tests of the experimental submarine, a series of 100 units would be built. The submarine was laid down on February 5, 1951, launched on February 5, 1952 and accepted for trial operation and testing in the Navy on March 20, 1956.



Submarine project 617 WHALE during testing (<http://www.ckb-rubin.ru>).

Author: [DIMMI](#)

Created: 16.06.2009 23:36:59

Comments: [1](#)

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pr.1906 Poisk-6 - SUBMERSIBLE

DATA FOR 2011 (requires updating)

pr.1906 "Poisk-6" - SUBMERSIBLE

pr.1848 "Poisk-6S" (project)

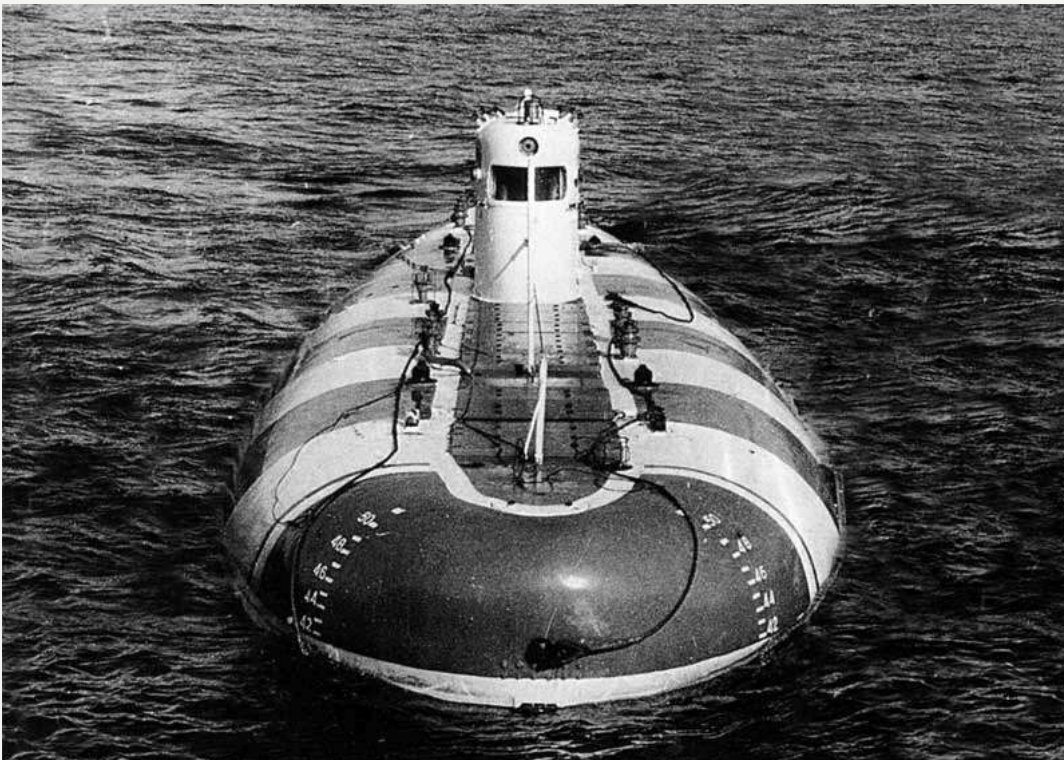
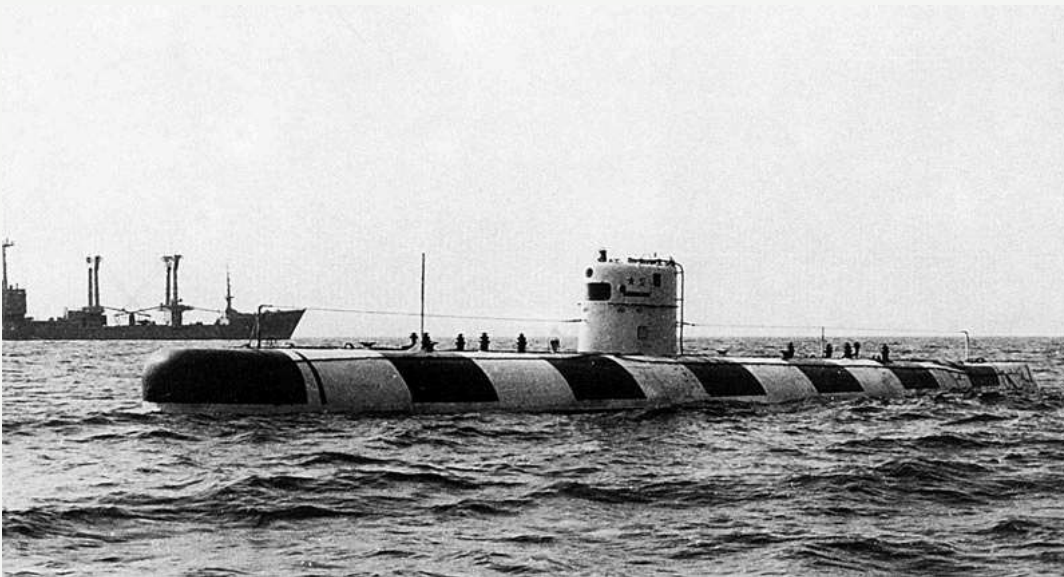
★★★★



Manned self-propelled deep-sea underwater vehicle / deep-sea complex with a first-generation carrier vessel. In some sources, the vehicle is classified as a "bathyscaphe". The draft of the tactical and technical specifications for the creation of the vehicle was received by the Rubin Design Bureau in early 1966. The purpose of the vehicle is to conduct search and research work in the interests of the Navy at depths of the continental slope up to 6,000 m. One of the purposes of such vehicles is additional search, classification and survey of sunken objects. Chief designer - N.A. Klimov, leading designer for the pre-draft project - E.N. Shakhinin. Work on the pre-draft project was carried out from early 1966 in N.M. Klimov's group. At the end of 1966, the project was transferred to the chief designer Yu.K. Sapozhkov, deputies - G.G. Katsman, E.N. Shakhinin and M.N. Diomidov. By the end of 1966, the creation of a preliminary draft project in the version with liquid and solid lightweight fillers (see Design) was completed. The draft Resolution of the USSR Council of Ministers and the draft order of the USSR Ministry of Shipbuilding Industry for the working design were agreed upon by September 1967. In 1967, the creation of a preliminary project began.



Model of the deep-sea vehicle "Poisk-6" pr.1906 in the museum of the Central Research Institute named after Academician A.N.Krylov, 21.11.2011 (<http://fotprom.ru>).



Deep-sea vehicle AS-7 pr.1906 "Poisk-6" in the Pacific Ocean (photo from the archive of sam7, <http://forums.airbase.ru>).

Author: [DIMMI](#)

Created: 04.07.2011 17:08:55

Comments: [3](#)

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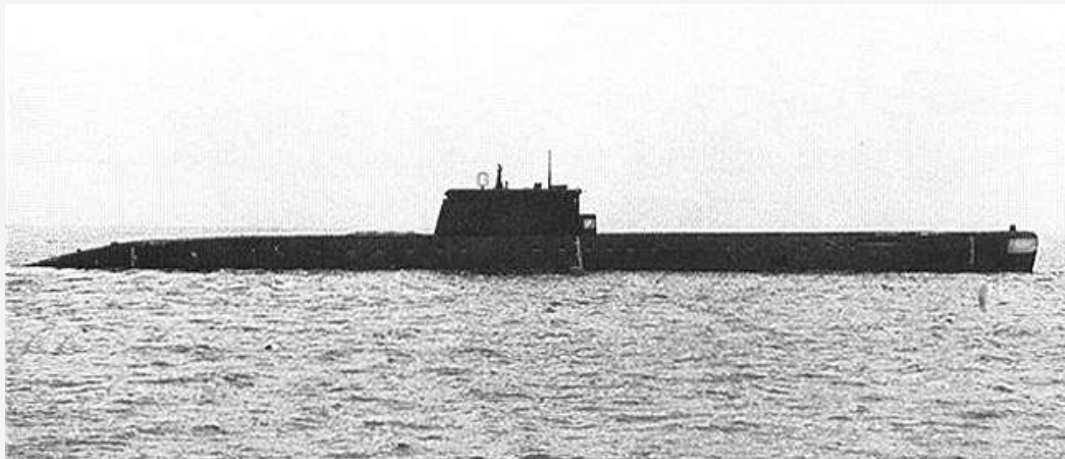
[pr.1840 - LIMA](#)

DATA AS OF 2011 (standard replenishment)

pr.1840 - LIMA



Large special (experimental) diesel-electric submarine-laboratory ("BS", underwater base-laboratory - PBL). Built in a single copy (BS-555, factory No. 01665) and intended for experiments as a deep-sea diving base, diving equipment testing and emergency rescue operations. R & D was started by TsPB "Volna" (SPMBM "Malakhit") together with GNII-40 of the USSR Navy under the Resolution of the Council of Ministers of the USSR No. 872-285 of September 20, 1967 with the aim of developing the ocean depths under the "Launch-Sea" theme. Chief Designer - Ya.E. Evgrafov (since 1971 - E.S. Korsukov, since 1973 - S.A. Dementyev). The technical specifications for the creation of the submarine were prepared by GNII-40 and SPMBM "Malakhit". The technical design of the submarine was approved in May 1972 (developed under the supervision of E.S. Korsukov) and construction of the submarine was planned by the Leningrad Admiralty Association (Leningrad) with a delivery to the fleet scheduled for 1974. Development of design documentation was completed in 1974. The submarine was laid down at the shipyard on October 26, 1977, and launched on August 11, 1978. Accepted into the Navy for trial operation on January 25, 1980. Responsible deliverers I.E. Krasnorutsky and V.D. Ivanov, chief builder - Ya.A. Ger. During operation in 1981-1982. The submarine underwent comprehensive tests of life support systems and a diving complex, tested a mode of long-term stay at depths of 50, 100 and 200 m for six divers for 18 days, and conducted 55 submarine descents to these depths. During the first year of operation, the submarine of Project 1840 covered 15,570 miles, spent 1,600 hours on the ground, and conducted 210 dives to depths of up to 300 m. It was decommissioned due to the need for repairs in 1991. It was excluded from the Navy in 1992.



Submarine BS-555 pr.1840 LIMA during tests (Admiralty Shipyards of the Russian submarine fleet. St. Petersburg, "Gangut", 2003)

Author: [DIMMI](#)

Created: 23.06.2009 12:00:44

Comments: [Z](#)[READ THE FULL ARTICLE](#) →pr.952 Pearl (project)**DATA FOR 2011 (standard update)**

pr.952 / R&D "Pearl" / R&D "Depth"



Project of a deep-sea nuclear submarine with a fiberglass hull / 2nd generation deep-sea technical vehicle. Developer - work was started by a group of designers from the Rubin Design Bureau, Chief Designer I.B.Mikhailov, Deputy Chief Designers - V.G.Markov, N.I.Antonov, R.M.Klapsov. By the order of the Minister of the USSR Ministry of Shipbuilding Industry B.E.Butoma dated July 1, 1970, the design of deep-sea vehicles was transferred from the Rubin Design Bureau to the Volna Design Bureau. By the end of 1970, the chief designer I.B.Mikhailov and his deputies and the project documentation were transferred. In 1971, work was underway on a pre-draft design of the underwater vehicle. The draft design was developed in December 1973. At this stage, work on the project was stopped.

By order of the USSR Ministry of Shipbuilding Industry dated February 23, 1974, the SPMBM "Malakhit" merged the "Volna" Central Design Bureau and the SPMBM, and work on deep-sea topics was transferred to the new design bureau.

Author: [DIMMI](#)

Created: 26.07.2011 12:54:21

Comments: [1](#)[READ THE FULL ARTICLE](#) →R&D GAPL**DATA FOR 2011 (in progress)**

R&D Deep-sea Nuclear Submarine



Project of a scientific research deep-sea nuclear submarine. The project of the tactical and technical assignment for the creation of the apparatus was received by the Rubin LPMB during 1966. At the end of 1966, the project was transferred to the chief designer Yu.K. Sapozhnikov.

Author: [DIMMI](#)

Created: 06.07.2011 17:10:09

Comments: [1](#)[READ THE FULL ARTICLE](#) →OCD Search**DATA FOR 2011 (in progress)**

Project EGPL / ROC "Poisk"



Experimental deep-sea submarine project. Development of a preliminary design on the assignment of the Scientific and Technical Council of the State Shipbuilding Committee under the USSR Council of Ministers was started in the design department of TsKB-16 (head of the department - A.S. Kheyfits, the design bureau was later renamed TsPB "Volna", and later - SPMBM "Malakhit") in mid-1964. The task of creating a preliminary design was to determine the expected characteristics of a diesel-electric submarine for operations on the continental slope at depths of up to 2000 m. The leading developers were Yu.M. Konovalov and E.N. Shakhinin. The preliminary design of the EGPL confirmed the fundamental possibility of creating a submarine with a diving depth of 2000 m. At the end of 1964, the project with the conclusions of various research institutes of the Ministry of Shipbuilding Industry were submitted to the State Shipbuilding Committee and the Main Directorate of Shipbuilding of the USSR Navy.

In early 1965, on the initiative of the head of the emergency rescue service of the USSR Navy, Rear Admiral N.K. Chiker and the head of the hydrographic service, A.I. Rassokho, TsKB-16 received an assignment to carry out the R&D project "Poisk" to create manned

autonomous research deep-sea (up to 2000 m) technical means. The technical assignment was passed on to the chief designer Z.A. Deribin, and E.N. Shakhinin was appointed head of the "Poisk" project. A comprehensive approach was used in developing the R&D project "Poisk" - for the first time in the world, the idea of using a submarine as a carrier of a deep-sea manned vehicle was put forward and technically confirmed. Three versions of deep-sea floating vehicles were developed:

- a deep-sea vehicle with a displacement of about 50 cubic meters "Poisk-50" based on a surface ship;
- small diesel-electric deep-sea submarine with a displacement of about 300 cubic meters "Poisk-300" based on a coastal base;
- deep-sea vehicle with a displacement of about 20 cubic meters "Poisk-20" based on the submarine "Poisk-300";

Work on the R&D project "Poisk" was completed in June 1965. In September 1965, the USSR Council of Ministers issued a Resolution on exploratory studies of deep-sea submarines with nuclear power.

Author: [DIMMI](#)

Created: 30.06.2011 12:02:29

Comments: [3](#)[READ THE FULL ARTICLE →](#)

Amur-550 AMUR

DATA FOR 2010 (standard update, in progress)

"Amur-550"



A project from the family of export non-nuclear submarines with unified design solutions. The project is being developed by the Central Design Bureau of Marine Engineering "Rubin" (chief designer, probably Yu.N.Kormilitsyn) in parallel with the [Amur-950](#) and [Amur-1650 projects / project 677E](#) . Data from advertising materials of the Central Design Bureau of Marine Engineering "Rubin".

Author: [DIMMI](#)

Created: 13.03.2010 19:10:21

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pr.947

DATA FOR 2010 (standard update)

pr.947



Project of a large non-nuclear submarine ("B"). The development of the preliminary design was conducted under the supervision of E.V. Krylov at the Lazurit Central Design Bureau (SKB Sudproekt) in 1971. The main objective of the preliminary design was to develop the performance characteristics of a non-nuclear submarine with a hydrogen-oxygen ECG. It is possible that the development of the ECG scheme was subsequently conducted as part of R&D on the creation of the experimental submarine of Project [613EKhG](#) "Katran" (*our hypothesis, not confirmed*). After the development of the preliminary design, work on the submarine of Project 947 was stopped. These are the calculations of the preliminary design.

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Hypothetical appearance of the submarine pr.947 (c) military.tomsk.ru 06.03.2010

Author: [DIMMI](#)

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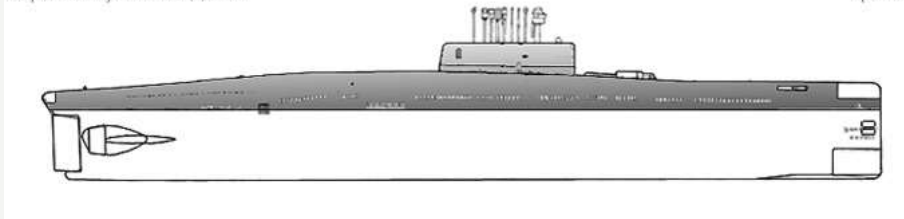
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pr.632 (project)

pr.632

Large diesel-electric submarine-minelayer-transport (unimplemented project). The design specifications were issued by the State Shipbuilding Committee in the early 1950s. R&D began at TsKB-18 (chief designer Ya.E. Evgrafov) in the first quarter of 1956. When the project was 33% complete, work on it was transferred to TsKB-16. The technical design was approved in September 1958, but all work was curtailed by December 1958 in favor of the large transport submarine Project 648, also designed by TsKB-16. In parallel with Project 632, Project 632M was developed with two nuclear power plants of the "0-153" type.

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Submarine minelayer pr.632

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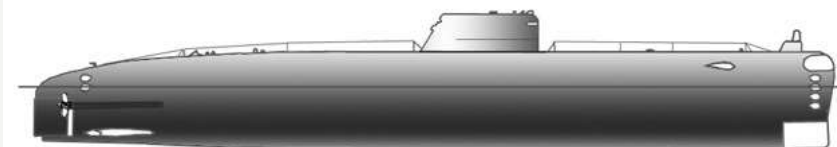
pr.649

pr.649

Project of a large diesel-electric submarine ("B"). R & D was conducted in 1956-1957 by TsKB-18 (chief designer - S.A. Egorov) on the basis of and with the aim of improving the submarine of project [641](#). Work on the project was stopped due to failure to fulfill the technical requirements - displacement of 2100-2200 tons, underwater speed of 21 knots, underwater range at maximum speed of 40-45 miles and ammunition supply of 52-54 torpedoes.

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np.649



Projections of the submarine pr.649

Author: [DIMMI](#)

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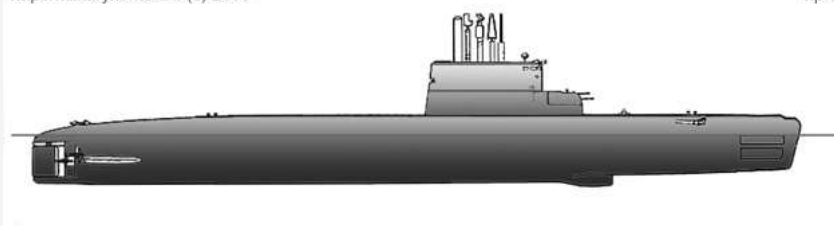
[pr.618](#)

pr.618

Project of a small submarine with a closed-cycle diesel engine ("M"). R & D was started by TsKB-18 (later renamed TsKBMT "Rubin") in 1948 (chief designer - A.A. Antipin) as an alternative to the small submarine of [Project 615](#). The submarine of Project 615 used a closed-cycle diesel propulsion plant with a chemical absorber of exhaust gases, and on Project 618 with an exhaust in the propeller stream. Preliminary development was carried out in 1948 according to the technical specifications of the Central Research Institute named after A.N. Krylov of the Navy, later the project was transferred to SKB-143. The decree of the USSR Council of Ministers on the beginning of work on the project was issued in November 1949. From 1950 to 1952, the project was developed, individual units were tested and the operating principles of the propulsion system were verified. After completing the tests of the lead boat of Project 615, it was established that the propulsion system of Project 618 had no obvious advantages over the propulsion system of Project 615, and work on Project 618 was stopped.

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np.618



Projections of the submarine pr.618

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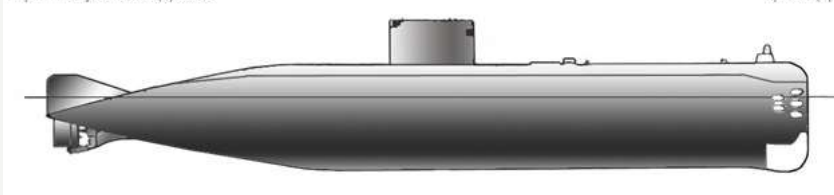
[pr.654](#)

pr.654

Project of a medium diesel-electric submarine ("S"). The project was developed by TsKB-112 in accordance with the Resolution of the USSR Council of Ministers No. 1191-610 of December 6, 1956, based on the Navy's technical specifications of October 26, 1956 (chief designer Z.A. Deribin, later - A.I. Amenitsky) as a development of the submarine project [633](#). Three project versions were under development (including one initiative). In 1958, a technical project was developed, working drawings were released and preparations for submarine production began at the Krasnoye Sormovo plant (Gorky). According to various sources, work on the project was terminated at the stage of releasing working drawings or at the stage of starting submarine production. The project was terminated due to the start of construction of serial submarines.

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np.654 (проект)



Projections pr.654

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